

THE Pacific Commercial Advertiser

A MORNING PAPER.

RODERICK O. MATHESON

EDITOR

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SHIRT SLEEVES UNFASHIONABLE.

There was a time, not so very long ago, when "shirt-sleeve diplomacy" was regarded by Americans as the very best possible system for our representatives abroad. We were wont to pride ourselves on going forth into the world with blunt and outspoken truth as our sole international weapon. "Here is our case, by heck, take it or leave it," we used to imagine our ambassadors and plenipotentiaries saying, and we applauded, seeing in our mind's eye the suave diplomats of the Old World curling up and going down before the vigorous American onslaughts.

This was very satisfying and very gratifying before the echo of Dewey's guns rang around the world and we got into the diplomatic game in earnest. Now our representatives have to wear frock coats over their shirts and be as guarded in their language as any. It does not even do for our representatives to indulge in confidential chats with the folks at home when these get into the newspapers. Charles R. Crane, the young Chicago business man, whose career as a minister has been nipped in the very early bud, has discovered this. A little talk, a little bit of the cuff that belonged to his shirt sleeve sticking out, just a hint of the things he knew, and his appointment is canceled, before he even started on his mission.

Crane is charged with having disclosed the intentions of the department of state regarding the agreement in process of making between China and Japan. Crane denies that he was indiscreet, and it is unlikely that he had any idea at the time he was submitting himself to press interviews that he was covering himself with anything but glory. A sample of what he said on his way from Chicago to the Coast, where he was to take steamer for the Orient, is the following, given to a reporter of the San Francisco Call:

"The Taft idea is that China is about to enter a great era of interior development," Crane said last evening. "His desire is that China should be kept free from outside menace, believing that the Nation is able to solve its problems alone. It is to our interest that she should be kept peaceful in her relations with the outside world. The President feels that our greatest interest will be best subserved by increasing in every way possible the prosperity of China. Whatever we do to aid China's prosperity will redound to our own especial good."

"Secretary Knox feels that in the present development of China a great deal of trade perfectly legitimate should come to the United States, and he purposes that this country should see that the fullest advantage be taken of the improved conditions of the country. He also insists on the government's share in the loans sought by the Chinese government."

There is nothing startling in the interview, but the words are the quoted words of the minister of the United States to China and not to be weighed in the same scale as those of the simple captain of industry of Chicago. The intimation is given that the President and the secretary of state are intending to take a hand in China's international agreements. That is enough. Off with the head with the wagging tongue!

We forget easily in Honolulu. Few of us remember the name even of the young boy who died a few days ago in the breakers off the Waikiki beach, and the fact that there are no buoys at the danger spot to warn other malihini bathers away has escaped the memory of everyone in authority. We are very much upset when fatalities happen and very, very forgetful between times. Every automobile accident brings forth a protesting shout from many, which dies away, and the sear is allowed to scatter us again at his own sweet will. We was indignant when a preventable drowning occurs, and then allow the conditions to continue. We reform spasmodically and tire quickly, while vice returns triumphant on our retiring heels.

The promotion committee should mail some of its literature to William H. Taft, President of the United States. He has evidently forgotten that such a place as Hawaii is on the map. In his speeches thus far on the Coast he has given his ideas concerning Alaska, the Philippines, China, Japan and the rest of the Orient, Australia and Canada, but not one word of reference has he made to the Territory of Hawaii.

The address delivered to the assembled Buddhist priests in this city on Monday by their visiting leader is potent for good, an address with which there can be no fault found, by any Christian minister or layman, by any American citizen, by any standard of morality, or from the standpoint of good, practical, common sense. Coming from the source it did, there can be no question of the good that Count Otani's words will do in Hawaii for Hawaii.

From now on until next November it will be a poor athletic association, indeed, which will have no cup to compete for.

TAFT'S SUBSIDY SPEECH

(Continued From Page One.)

exposition, with its seating capacity of nearly 20,000—President Taft today announced that he would urge in his coming message to congress the enactment of a ship subsidy law. Taft declared that the country was ready to make such experiment and that something must be done to build up an American merchant marine. His utterances on the subject were received with great acclaim.

Protection and Subsidy.

"We maintain a protective tariff to encourage our manufacturing, farming and mining industries at home and within our jurisdiction," said the President, "but when we assume to enter into competition upon the high seas in trade between international ports our jurisdiction to control that trade, as far as the vessels of other nations are concerned, of course, ceases, and the question which we have to meet is how, with the greater wages that we pay, with the more stringent laws that we enact for the protection of our sailors and with the protective system making a difference in the price between the necessities to be used in the maintenance of a merchant marine, we shall enable that merchant marine to compete with the merchant marine of the rest of the world."

Heavy Foreign Subsidies.

"This is not the only question, either, for it will be found on an examination of the methods pursued in other countries, with respect to their merchant marine, that there is now extended by way of subsidies by the various governments to their respective ships upward of \$35,000,000, and this offers another means by which in the competition the American merchant ship is utterly impossible to bid against its foreign competitor."

"Not only this, but so inadequate is the American merchant marine today that in seeking auxiliary ships with which to make our navy an instrument of offense and defense, or indeed in sending it around the world as a fleet, we have to call on vessels sailing under a foreign flag to carry the coal and to supply the other needs of such a journey. Were we compelled to go into a war today our merchant marine lacks altogether a sufficient tonnage of auxiliary unarmed ships absolutely necessary to the proper operation of the navy, and were a war to come on we should have to purchase such vessels

from foreign countries, and this might, under the law governing neutrals, be most difficult."

"The trade between the eastern ports of the United States and South America is a most valuable trade and now equals something like \$250,000,000; but European nations, appreciating the growing character of this trade, have by subsidies and other means of encouragement so increased the sailings of large and well equipped vessels from Europe to the ports of South America as visibly to affect the proportion of trade which is coming to the United States by the very limited service of a direct character between New York and South American ports."

Japan's Rapid Progress.

"I need not tell you of the inadequacy of the American shipping marine on the Pacific Coast and the growing power for commercial purposes in this regard of the empire of Japan. Japan is one of the most active and generous countries in the matter of subsidies to its merchant marine that we have, and the effect is only too visible in an examination of statistics."

"For this reason, it seems to me that there is no subject to which congress can better devote its attention in the coming session than the passage of a bill which shall encourage our merchant marine in such a way as to establish American lines directly between New York and other eastern ports and South American ports, and between our Pacific Coast ports and the Orient and the Philippines. We earn a profit from our foreign mails from \$6,000,000 to \$8,000,000 a year. The application of that amount would be quite sufficient to put on a satisfactory basis two or three oriental lines and several lines from the east to South America. Of course, we are familiar with the argument that this would be contributing to private companies out of the treasury of the United States; but we are similar principles in effect, both by our protective tariff law, by our river and harbor bills and by our reclamation service. We are not putting money in the pockets of ship owners, but we are giving them money with which they can compete for a reasonable profit only with the merchant marine of the world."

Ready for New Law.

"From my observation I think the country is ready now to try such a law and to witness its effect in a comparatively small way upon the foreign-trade of the United States. If it is successful,

ful, experience will show how the policy can best be expanded and enlarged and the American commercial flag be made to wave upon the seas as it did before our civil war. It is true that our foreign trade is great and increasing, and this without the merchant marine, but it is also true that the ownership of a merchant marine greatly enhances the opportunities for extending trade for the merchants of the country having such a merchant marine."

WORK FOR THE LAND

(Continued From Page One.)

"Where your influence is great your responsibility is correspondingly grave and I must urge upon you to use good judgment in your work and in a spirit of self-sacrifice continue in your labors for the Amida's teachings."

"Japanese as a people aspire to success, but success never comes in haste. It must be attained step by step. Immigrants are not necessarily all adventurers and among them the spirit of trying to amass a fortune in the shortest possible time should not be encouraged. Such a spirit among the people will lead to vice and crime."

"Our fellow countrymen in Hawaii should bear in mind the fact that true success comes through honesty and by conducting oneself honestly and righteously, never yielding to temptation, but working with steady purpose for success in its truest form. That success achieved is success of the greatest."

"You can hope to attain true, and therefore great, success, when you have learned to love Hawaii for Hawaii's sake; when you love the land, its nature and its scenery; when you love your work, and when you have developed within yourself the desire to give your life and your life's work for the land in which you live and in which you earn your bread."

"If, each day, you put this spirit into your labors, there should be no race prejudice to hamper you and your fellow countrymen. This so-called anti-Japanese sentiment appears only when our countrymen adhere to their old ideas and customs and refuse to adopt those of their adopted land. My belief is that those in a foreign land should be careful, even in the most trifling matters, and that when in Rome they should do as the Romans do. In this manner you will gain and maintain the friendship of the people among whom you have elected to live."

"This will lead to your success as success should come and will place you among the ranks of the good citizens of any country."

PHONE CONTRACT

(Continued from Page One)

In explaining his stand Aylott said: "I am not a haole, I am a Hawaiian. I can not understand that contract as readily as can those who are more educated in the English tongue. I must have a copy of it to take home and study; I must study it out word by word. Only in that way can I be expected to vote intelligently in the matter."

"I am in favor of that agreement. I opposed it in conference because I hoped to get more for the county, but I certainly think that we have gotten something and I shall vote for it. But I must have time to make sure what it is that I am being asked to vote for."

Cox voiced practically the same sentiments as those of Aylott. He favored the agreement as reached between the board of supervisors and the telephone company, but he wanted more time in which to study the contract before affixing his name thereto. The matter was allowed to rest over until the next meeting.

WEBSTER NOW IS THE BANTAM CHAMPION

Defeats Monte Attell in Fast Ten-Round Bout at Los Angeles.

(By Associated Press.)

LOS ANGELES, October 13.—Danny Webster is bantamweight champion of the world. In a ten-round battle, fought last night at Naud Junction under the management of Uncle Tom McCarey, the redoubtable Monte Attell, the heretofore undefeated, went down to defeat before the determined onslaughts of the challenger.

Under the law it is impossible for the referee to render any decision, that duty devolving upon the sporting editors of the newspapers. But there was no difference of opinion, Monte Attell, the invincible, the hero of many a hard-fought ring battle was vanquished.

This fight gives Webster the undisputed title to the bantamweight championship, for Attell held his title without a shadow.

WELCOME FOR CRUISER.

(By Associated Press.)

SAN FRANCISCO, October 12.—The Dutch cruiser Noordbrabant, ordered from the China station to attend the Portola fete, arrived here today. The cruiser came here directly from Honolulu, where she lay over. An enthusiastic welcome was accorded the visiting man-of-war by army and navy men stationed here.

Eight transatlantic liners came into the port of New York on October 30, bringing 4294 cabin passengers, the largest number the customhouse has been called on to handle in one day.

From the deck of the Capistrano, the steamer he once commanded, the ashes of Captain Preble were scattered upon the waters outside the Golden Gate, according to the deceased navigator's last wish.

Captain B. F. Scott has issued his itinerary for his proposed dash for the South Pole next year. The main object of this expedition is to secure for the British Empire the glory of the achievement.

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